

Mr. President, that is the question here. We have gotten ourselves involved in Somalia through mission creep. We just let it evolve, and we lost Rangers—our own U.S. Army Rangers. Mr. President, we are looking at a potential for mission creep here if we are not very careful.

So I am going to appeal to the President of the United States to watch for mission creep. Helicopters with American troops is mission creep. Contraction of our forces, our U.S. peacekeepers, is mission creep. Emergencies anywhere in Bosnia is mission creep.

Mr. President, I hope that Senator DOLE brings his resolution to the floor so that the President of the United States can hear: The time has come to lift the arms embargo and let these people have a fair fight.

The PRESIDING OFFICER (Mr. CAMPBELL). Under the previous order, the Senator from South Dakota, [Mr. PRESSLER], is recognized to speak for up to 10 minutes.

AIRLINE SAFETY STANDARDS

Mr. PRESSLER. Mr. President, yesterday morning at 6 a.m. I had the pleasure of riding on the first flight between Rapid City and Sioux Falls that provides new air service in our State.

As a member of the Commerce, Science, and Transportation Committee, I have long been a champion of air service in our smaller cities, the safety of smaller aircraft, and the provision of air services to citizens living in non-hub airport areas.

I have also been very concerned about air fares for travel to and from our Nation's smaller cities. For example, can someone living in Humboldt, SD, get a supersaver ticket if they have to fly first into a hub airport? So often the best deal, so to speak, on airline tickets, go to those people who live in bigger cities with hub airports such as New York, Minneapolis, Denver, Los Angeles, et cetera. Frequently, we find that flying into that hub airport from the smaller city is the expensive part of the trip. Citizens living in nonhub cities should not be overlooked.

Mr. President, our air transportation system is based on the hub and spoke system. Even in New York, a State with substantial air service, citizens living in upstate New York must fly on a small carrier into a hub to be connected to their next destination. The same is true in Fresno, CA, where my sister lives. This also is the case in my home State of South Dakota.

The question is, Do the smaller planes ensure the same level of travel safety? On the Commerce, Science, and Transportation Committee, I have been a champion of small aircraft safety. We will continue working to promote safe air travel on all sizes of aircraft.

I certainly do not advocate Government regulation, but I am constantly jawboning the big airlines where there is a coded relationship with the smaller

airline to treat the smaller airlines fairly. After all, the smaller carriers are the lifeline of many smaller communities and provide the larger carriers with many of their passengers.

Yesterday, as I mentioned, I took part in the inaugural flight providing air service between South Dakota's two larger cities, Rapid City and Sioux Falls. I am glad to say that Great Lakes Aviation, which code-shares with United Airlines, initiated that service. It will help our State a great deal.

I shall continue to be a champion of airlines in smaller cities, working to ensure we have good air service into the hubs so that citizens living in smaller communities remain linked to the Nation's air transportation system. From air safety to reasonable air fares to air service availability, our nonhub cities deserve equal attention from the airline industry.

Mr. President, I would also like to briefly discuss the important issue of international aviation. I, along with a number of my colleagues, am working on a resolution intended to aid our air carriers serving Japan.

Currently, Japan is violating the United States-Japan bilateral aviation agreement by denying our passenger and cargo carriers the right to serve cities throughout the Pacific rim from Japan. Cargo and passenger traffic beyond Japan into Malaysia and China and so forth is very lucrative. The Japanese are attempting to prevent our carriers from serving this traffic since they want to protect these markets for their own carriers which are very inefficient.

Federal Express has a new Pacific rim cargo hub they are ready to open at Subic Bay in the Philippines. They cannot open it. The Japanese will not permit Federal Express to serve routes from Japan which are necessary to make this hub operational. The Japanese are violating the bilateral aviation treaty and this is costing the shareholders of Federal Express tens of millions of dollar. Each day that passes causes these substantial damages to increase.

We must not tolerate this flagrant violation of an international agreement. The world is watching and we should not set a dangerous precedent for international aviation relations.

Our air carriers also have a problem obtaining sufficient access to both Heathrow and Gatwick airports in the United Kingdom. Access to Heathrow is of particular concern since Heathrow is the most important international gateway airport serving points throughout the world. We must continue to work to open these markets for our carriers.

The only reason that the Japanese or the British have more traffic on particular routes where they "compete" with United States carriers is due to restrictions which distort the market and protect foreign carriers from true head-to-head competition with our more efficient carriers. For example,

they use restrictive bilateral agreements, impose so-called "doing business" problems on our carriers such as putting them in terminals that are intolerable to passengers, and, in the case of the Japanese, they outright refuse to respect the clear terms of our aviation agreement.

I have been working on international aviation issues because international opportunities are critical to the long-term profitability of our carriers. Also, consumers benefit greatly by increased competition in international markets.

There is an important relationship between the issues of service to small communities and international aviation policy. I tie the two issues together because increased international opportunities will strengthen the economic health of our airline industry. In turn, this financial strength should translate into better service to all domestic markets, particularly smaller nonhub markets.

By working to strengthen our carriers abroad, it is my hope I am improving service for consumers in underserved markets. Therefore, I am urging our major airlines to give fair treatment here at home to people who live in smaller cities and rural areas. The administration, the Congress, and the airline industry should all work together to accomplish these domestic and international aviation goals.

For example, I just came from the Senate Finance Committee, on which I serve, where we were considering fuel taxes on various modes of transportation. One issue that was discussed which is of particular concern to me is the aviation fuel tax that is scheduled to go into effect later this year.

I am concerned the jet fuel tax will make the problem of air service in small communities much worse. I am also concerned this tax will adversely affect the competitiveness of our carriers in international markets.

Mr. President, we must never lose sight of the many difficult challenges facing our air carriers. Importantly, we must never forget that it is consumers and communities who have the largest stake of all.

TRIBUTE TO JIM HARDER

Mr. PRESSLER. Mr. President, today I pay tribute to a dedicated, brave South Dakotan who has made us all proud. Maj. Jim Harder, a native of South Dakota, is an Air Force pilot and a member of the Air Force Thunderbirds—a select group of accomplished aviators who entertain audiences with their aerial performances.

Jim is yet another living symbol of the hard working South Dakotan. He graduated from Huron High School and South Dakota State University. After college, Jim decided to use his talents in the service of his country by joining the Air Force. He first sought to become a navigator on an EC-135, but he